

- 1 **Q. (2021 Electrification, Conservation and Demand Management Application, Volume**
2 **1, page 25, Footnote 59) It is understood that utility or government intervention is**
3 **necessary to promote charging stations since the business case is not strong enough**
4 **for third-party actors.**
- 5 **(a) Why has Newfoundland Power chosen to intervene?**
6 **(b) Has a study been undertaken to determine what entity might best deliver the**
7 **benefits of vehicle electrification? For example, has a study shown that**
8 **Newfoundland Power is the preferred administrator of vehicle electrification**
9 **over, for example, a Government-owned entity such as Hydro, or a private**
10 **sector entity selected by Government through a competitive solicitation; i.e., the**
11 **request for proposals might specify construction, operation and maintenance, or**
12 **construction with a separate request for proposals for operation and**
13 **maintenance? Have such studies been undertaken elsewhere?**
- 14 **(c) What benefits does Newfoundland Power bring to bear on this program over**
15 **others?**
16 **(d) How does the program proposed by NP mesh with that proposed by Hydro?**
17 **(e) Has Hydro indicated that NP is in a better position to implement an electric**
18 **vehicle program than itself?**
19 **(f) Why are both Hydro and NP developing charging stations rather than one or the**
20 **other?**
21 **(g) Would there not be savings associated with having a single entity responsible for**
22 **charging station infrastructure development during the initial stages?**

- 23
24 **A. (a) See response to Request for Information PUB-NP-002.**
25
26 **(b) Yes, a comprehensive market potential study was conducted by Dunsky Energy**
27 **Consulting (the “Potential Study”). The Potential Study assessed electric vehicle**
28 **(“EV”) potential in the province, barriers to achieving that potential, and options to**
29 **overcome those barriers. Market potential studies are standard industry practice.**

30
31 The Potential Study addressed the appropriateness of utility intervention in
32 transportation electrification. As examples, the Potential Study found that:

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34 *As the electric vehicle (EV) market continues to grow and evolve, utilities,*
35 *governments, and private sector actors are beginning to take note and plan for*
36 *increasing EV market shares. From a utility perspective, the electrical loads*
37 *associated with EV adoption bring both opportunities and challenges; making*
38 *them a critical element in future resource and program planning.¹*

39
40 And:

41
42 *Because the LDV market is severely constrained by the lack of public charging*
43 *infrastructure, investments in DCFC will be the most impactful and cost-effective*
44 *lever. The current lack of a solid business case for DCFC charging stations for*

¹ See the 2021 Electrification, Conservation and Demand Management Application, Volume 2, Schedule C, page 129 of 325.

1 *third-party market actors suggests that DCFC deployment in the province will be*
2 *limited in the absence of utility or government intervention.*²
3

4 The Potential Study was a primary input into the development of the *Electrification,*
5 *Conservation and Demand Management Plan: 2021-2025* (the “2021 Plan”). The
6 2021 Plan will be delivered jointly by Newfoundland Power and Newfoundland and
7 Labrador Hydro under the longstanding takeCHARGE partnership.
8

9 The Provincial Government has provided a letter of support for the 2021 Plan.³
10

- 11 (c) As described above, the 2021 Plan will be jointly delivered by Newfoundland Power
12 and Newfoundland and Labrador Hydro. This coordinated approach will ensure
13 electricity customers in the province have equitable access to a consistent set of
14 programs and services.
15

16 For a discussion of customer benefits resulting from the 2021 Plan, see Volume 2,
17 2021 Plan, Section 5.0 Customer Benefits.
18

- 19 (d) See part (c).
20

- 21 (e) See part (c).
22

- 23 (f) See part (c).
24

- 25 (g) Joint delivery of the 2021 Plan will ensure a coordinated approach in promoting the
26 adoption of electric vehicles in the province. This includes coordination in the
27 installation of charging infrastructure.⁴ Coordination in the installation of charging
28 infrastructure will optimize public access to EV chargers and avoid the development
29 of redundant infrastructure by the utilities.

² Ibid., page 145 of 325.

³ See the *2021 Electrification, Conservation and Demand Management Application*, Volume 2, Schedule M, pages 1 and 2 of 7.

⁴ For example, Newfoundland Power’s site selection criteria for EV charging sites includes consideration of the location of current and planned charging sites, including sites constructed by Newfoundland and Labrador Hydro. See the *2021 Electrification, Conservation and Demand Management Application*, Volume 1, Exhibit 2, page 7.